

"DIAMOND QUEEN" IN GALAXY OF NOTED WOMAN CROOKS

Others of Her Sex
Have Made Some
Striking Police
History.

Arrest in Paris of Miss Bonner Re- joices Local Jewellers.

WITH the recent arrest of Antoinette Bonner, the Diamond Queen, the Paris gendarmes believe that they have added another name to the list of light-fingered ladies who have bamboozled the jewellers and carried away the swag. Queens and princesses are frequent in police headquarters and are sought after by many an ardent official. But another Europe was raked as with a fine tooth comb to discover the latest claimant, she is not yet fairly in the coterie. The case is being prepared in the District Attorney's office in a way that bids fair to explain to the Maiden Lane dealers what has been done with their brilliants.

Miss Bonner and her side partner, J. B. Kislinger, were discovered in Paris on May 6, together with \$12,000 worth of the missing property. This leaves \$138,000 worth to be accounted for. Some has been found in pawnshops, but most of it has been missing since October 31, 1913. At that time Miss Bonner and Mr. Kislinger likewise departed, without leaving their address, an omission that nearly broke several firms of downtown jewellers and caused particular trouble to fall upon the head of F. E. Cocks, a diamond broker, of 7 Maiden Lane, who says that he let Miss Bonner have jewels on memorandum that he himself obtained on memorandum from other downtown firms. Cocks was subsequently arrested and released on bail, heavily involved with the young lady diamond agent and \$78,000 out of pocket through his dealings with her.

IN THE BUSINESS OF GAINING CONFIDENCE.

She and Kislinger began their prosperous trade by establishing themselves in offices in the Marbridge Building, at Sixth avenue and 34th street. They laid the foundations for extensive credit and worked hard. They appeared before various Maiden Lane brokers and sold diamonds on commission with such success that they were popular with the jewellers whose gems they handled. Their dealings were strictly correct and the jewellers finally gave them stones on memorandum without exacting security—but when \$150,000 worth were in the hands of the pair on these terms they disappeared and the stones with them.

"It is seldom that a woman gives us trouble," said an official on the Jewellers' Board of Trade, "although there are numbers of women that work with the sneak thieves and pennyweights who used to do such a thriving business in the Maiden Lane shops before the dead line was established by Inspector Byrnes. But the originator of the old chewing gum trick was a woman who got what she wanted. I can't give her name, because nobody knows it. She escaped scot free.

THE TRICK IS DONE WITH CHEW- ING GUM.

It was about twelve years ago. A barouche pulled up before a well known jewelry store and a well dressed woman stepped out. She examined some valuable jewelry and picked out a handsome ring that she asked to have reserved for her until the following day, when she said she would bring the money if her husband approved of the purchase. As the jeweller had not seen her before he made no promises, and when a man came into the store some hours later to look at some rings the



SOPHIE LYONS



MAY CHURCHILL



HELEN WARNER



ELLEN PECK



NELLIE O'BRIEN



EDITH STEIN

double-stoned one that the woman had admired was in the tray with the others. The man, who looked like a gentleman, was interested in it. He picked it up from the tray and examined it closely. He had held it up to the light and slipped it on and off his little finger. Then he looked at some other stock, but when the jeweller prepared to replace the tray in the show case the two-stone ring, which was the costliest of the lot, had disappeared.

"The man seemed greatly cut up. 'It's very annoying,' he said. 'I suppose you take me for a thief, and I don't see why you shouldn't, for you don't know me, and it's natural for a stranger to be suspected. You'd better search me now, and you can arrest me if you want to. But I'd give a good deal of money if this hadn't happened.'"

"They searched him, but found nothing. The ring could not be found. "On the next day the woman drove up in her barouche and asked for it. She said her husband had agreed to pay the price, and she waved a big wad of greenbacks. The jeweller told her that the ring was not on hand, and

she walked up and down beside the counter for ten minutes, lecturing him because he hadn't kept his word. When she left he remembered that she had passed her hand beneath the counter, and he took a squint beneath it. In the place where her little finger had brushed lightly against the mahogany he found a lump of chewing gum. It was an exact impression of the ring."

"We seldom have trouble with women, because we don't trust 'em at all," said another, and a portly jeweller of many years' standing. "If you want to find out something more about lady crooks I suggest Police Headquarters."

"Thither the reporter went, where he was allowed to consult the records and was given some interesting data by Inspector Faurot in charge of the detective division. Inspector Faurot has the same outwardly genial look that is common to the successful detective, but the twinkle in his eye betokened shrewdness as well as good nature.

"We've had a good many of them in here," he said with a smile. "But not so many jewel thieves of recent years as formerly. Women, I mean. They

don't seem to go into it much nowadays. But some of them are prominent in other branches of the calling.

"Get me the envelope of Chicago May," he said. "She was one of the slickest in the business. She's doing time abroad at the present minute for the attempted murder of Eddie Guerin, who was sent to Devil's Island."

The information about Chicago May was wide and various. In some of the clippings that dealt with her she was accused of becoming affectionate toward her intended victims, of resting her head lovingly on their shoulders and biting off their scarf pins and their jewelry. She also is said to have held up a man and choked him with his own beard, and her victims throughout England, France and America have been numerous.

CHICAGO MAY—AN ENTERPRISING YOUNG PERSON.

Chicago May, in spite of her name, was the daughter of an East Side baker in this city. Finding life dull in her father's store, she became a singer in the music halls. From this employment she stepped into the underworld, and soon had won a reputation for herself at the "badger game." Her native land was soon uncomfortable for her as the result of her activities, and she moved abroad to enjoy a wider field. Good looking and well educated, she was popular in the music halls of London, and returned to New York with a considerable fortune.

Daring and with a dash of mischief in her that made her enjoy the artistic side of her work, she greatly upset the Lambs on one occasion by swaggering into the smoking room and demanding a drink on pain of a scene if she should be ejected. The Lambs, it is said, did their utmost to quiet the charmer, who called with increasing loudness for her bottle. Finally it was brought to her, and to get rid of her she was offered a cab to take her wherever she would. The driver returned at 8 o'clock the next morning with a bill for \$24.50. May had kept him on the job all night.

Chicago May was a skilful pickpocket and worked with one confederate. Her

favorite method was to request a drink and then to jostle the stranger, who usually found that his encounter had cost him all of his valuables.

Leaving New York in a hurry, she took up with Eddie Guerin and kept the police of European capitals busy for many months. The pair were finally arrested in Paris for robbing the office of the American Express Company of \$20,000 in cash. May got a four-year term and Guerin went to Devil's Island, from which he escaped in a sensational manner. After her release Chicago May is said to have bribed his guards to bury a dummy body and give out that he died in prison. The manner in which she accomplished the feat is doubtful. At all events Guerin made his escape and the pair had a meeting in London, where Chicago May learned that another woman had attracted her former pal.

In a meeting between Chicago May, Guerin and a man named Miller, alias Smith, Guerin received a bullet that nearly cost him his life. For this crime Chicago May got fifteen years in prison, which she is still serving. Her companion in the crime was sentenced to life imprisonment.

Another lady crook who is at present "out" is Nellie O'Brien, pickpocket, who at one time bore the reputation of being the most famous female thief in the whole country. She is said to have come originally from Chicago and was first arrested in this city in 1894. Her photograph in the old Rogues' Gallery was No. 2287. According to Inspector McLaughlin, as well as to Inspector Faurot, she used to be "the best female dip in the business."

"Little Nellie," who has several aliases, among them being that of Sophie Croll, first did a ten-year term in Joliet, after which she was run in by Inspector McCluskey when he was a detective sergeant. In 1897 she was sentenced once more to Joliet, and after doing her time there was arrested again by Detective Sergeant Becker. In all she has been arrested in most of the big cities in this country, as well as in Paris. Her husband was arrested many

times also. It is said that the pair could rob anybody—even Harry Lauder. They naturally charmed the wads of others to form their own. Nellie and her husband are now in California in comfortable circumstances. They are running a jewelry store in San Francisco.

A few years ago two women were seen in a store on Fulton street, Brooklyn, helping themselves to what they fancied from the handbags of the shoppers. They were observed by two women detectives, who called in two Headquarters men to help them make the arrest. They proved to be Helen Warner and Mary Ray, and to have no love for the sleuths, whom they assaulted with handbag and hatpin. One of the women detectives had her right eye cut open with a handbag catch, while one of the men detectives was stabbed with a hatpin.

AN INTERESTING PAIR AND VARIOUS RECORDS.

The interesting pair was arraigned before Magistrate Naumer, in the Adams st. court. On reaching Headquarters ball was exacted at \$2,000 and \$1,000, respectively. A bondsman was found and the women were released. When their names were called for trial they were not to be found. Jumping ball was a habit of theirs which they had practised in various cities.

The police dug into the records and found out that Miss Ray had served various terms as a pickpocket, while Miss Warner had done her bit in Auburn for hooking rings from jewellers' trays. As Mary Hennessey she was pulled for grand larceny. As Helen Warner she was arrested on the same charge and had sentence suspended. As Lillian Arthur the Philadelphia authorities ran her in, in 1908, as a suspicious person.

Her companion had a longer record that was a credit to the industry of the police. The first time was in 1899 when she got six months in St. Louis for picking pockets. She was arrested as Sidora Ray in Syracuse, as Mary

Stewart in Denver, as Mary Ray in Albany, as Ida Green in Pittsburgh, as Mary Schwartz in New York City (where she went to the city prison for two months), as Dora Williamson in Ontario, as Mary May, again, in Philadelphia, and as Mary Ross in Ontario, where she also jumped her bail. Most of these arrests were for pocket-picking and stealing.

ANNEXING THE BAGGAGE OF OTHER FOLKS.

One of the famous oldtimers was Sophie Lyons, "Queen of the Burglars" and "Empress of the Bank Robbers," who has since written her memoirs for a New York paper, in which she declares that she started stealing when she was six years old, her "wretched stepmother" patting her curly head and giving her candy as a reward for her successes.

She began as a pickpocket and became a shoplifter, after which she was promoted to the position of black-mailer. But it was only after her marriage that she really settled into the harness as a professional criminal. In 1869 she was caught stealing lace and got six months on the island. While there her husband did a \$150,000 job, for which he got seven years in Sing Sing. Six months after this Sophie, again at liberty, was sent to join her husband for stealing \$1,000 worth of goods from A. T. Stewart's store. She got five years.

SOPHIE ESCAPES WITH HUSBAND IN SNOWSTORM.

Lyons made his escape and drove up to the door of the woman's prison during a blinding snowstorm in December, 1872. He rang the bell and informed the guard that he was the bearer of fruit for an ailing prisoner. As the guard stretched out his hand for the fruit Sophie made a break. She jumped into the sleigh with her husband and drove off into the storm.

They went to Canada, robbed a pawnbroker of \$45,000 worth of jewelry, and returned to settle down to married life on Long Island. But at a county fair Sophie was pulled for picking pockets, and when her husband visited her in jail he was sent back to Sing Sing as an escaped convict.

She got out first and lived with a crook named Brock. When Lyons was freed he tried to shoot Brock, who got the drop on him first. Lyons recovered and started to rob a store. Brock, who heard of it, warned the proprietor and Lyons was shot again. When Sophie heard of this she left Brock and working for herself, was landed on Blackwell's Island. When Lyons was free he visited her there, but she refused to return to him. Going West, Sophie continued in her career. She was sent to jail in Detroit.

Space does not allow a thorough recital of the misdeeds of Ellen Peck, the confidence queen, who is perhaps the greatest of them all. With Sophie Lyons she stands head and shoulders above the rest of the company of American woman crooks. She swindled for thirty years, using rouse and cheek plumpers in her old age to make herself attractive to the males that she planned to victimize. Most of her game was in the form of the rich old man with a long bank roll and short judgment. Her last and most famous swindle was in connection with a land grant in Virginia, in which a dispute arose concerning the state boundary line. It was proved that the grant after all was in Kentucky, and that the heirs of the grant had no right to it, as it was made out by Governor Monroe of Virginia in 1795.

The deeds landed in the hands of a Brooklyn woman, from whom they were transferred to Ellen Peck, who had given out her name as Eliza Knight. She then brought numerous parcels of the grant to different buyers. She showed the abstract of the title and consented to take out the price in stock of a new corporation which was to be formed. Next day she asked leave to mortgage her stock for \$2,000 down and as much again on the day after. In the meanwhile the game was discovered, and old Ellen, then nearly eighty, roosted in the Tombs and then in Auburn. Her sentence was commuted, and she has done some writing for a certain newspaper. In her time this famous adventuress stole nearly a million dollars.

CAPE COD CANAL NEW, YET OLD

IF the Panama Canal is a realization of the dream of Columbus and Cortez, the Cape Cod Canal, which is now practically completed, fulfils a plan in which George Washington and John Hancock were interested. Indeed, the enterprise was venerable even in their time.

As early as 1697 the project of connecting Barnstable Bay with Buzzard's Bay was practically considered. That was only six years after the union of the two colonies of Plymouth and Massachusetts Bay. The General Court that year adopted a resolution setting forth that it was thought to be "very necessary for the preservation of men and estates and very profitable and useful to the public" that such a waterway should be constructed, and appointing John Otis, of Barnstable, and William Basset and Thomas Smith, of Sandwich, a canal commission to survey the route and estimate the cost. These men do not seem to have reported upon the project, and the matter was then dropped for a time. But in 1736 it was revived as something which had "been talked of this forty years."

The General Court of Massachusetts again took the matter up in 1776 and appointed a commission, which engaged Thomas Machin, a government engineer, to begin work, but Washington had need of him to construct fortifications at New York and ordered him away for that purpose. But on June 10, 1776, Washington wrote to James Bowdoin a letter expressing his interest in the canal and his regret at having to disturb the work by calling Machin away. He added that he hoped General Ward had been applied to for expert advice in relation to the canal. The General Court then made appeal to the Continental Congress for aid for the venture, but the greater needs of the war compelled the abandonment of the canal for that time.

It was revived again in 1791, with John Hancock at the head of the committee in charge. Surveys and estimates were made for a canal four rods wide and fifteen feet deep, with three sets of double locks. It was reckoned that the total cost would be about \$350,000. In the year 1790, said the

committee, 600 vessels passed around Cape Cod, and 270 vessels were piloted from Martha's Vineyard across Nantucket Shoals, at an average cost of \$12 each. These were pecuniary arguments for the construction of the canal. The General Court resolved that it would grant a charter for the construction of the canal by private enterprise, but no satisfactory application was made, and the matter was again dropped. The War of 1812 re-emphasized the need of the canal, as our Spanish War did the need of one at Panama, and a few years later, in 1824, Congress took the matter up and had the route surveyed. There is reason to believe that the canal would have been constructed a few years thereafter had it not been for the election of "Old Hickory" Jackson in 1828 and the change which then occurred in the attitude of the national government toward internal improvements.

The next move was made by Nathaniel P. Banks when he was Governor of Massachusetts in 1890. He urged the matter upon the General Court, and a committee was appointed, which made a most interesting report and strongly commended the enterprise to the patronage of the national government. But, as in 1776, the war was in the way.

It is a sea-level canal, about twelve miles long, and it will be ultimately 300 feet wide at the surface, 100 feet wide at the bottom and thirty feet deep. When it is opened a few weeks hence it will be only about half that depth

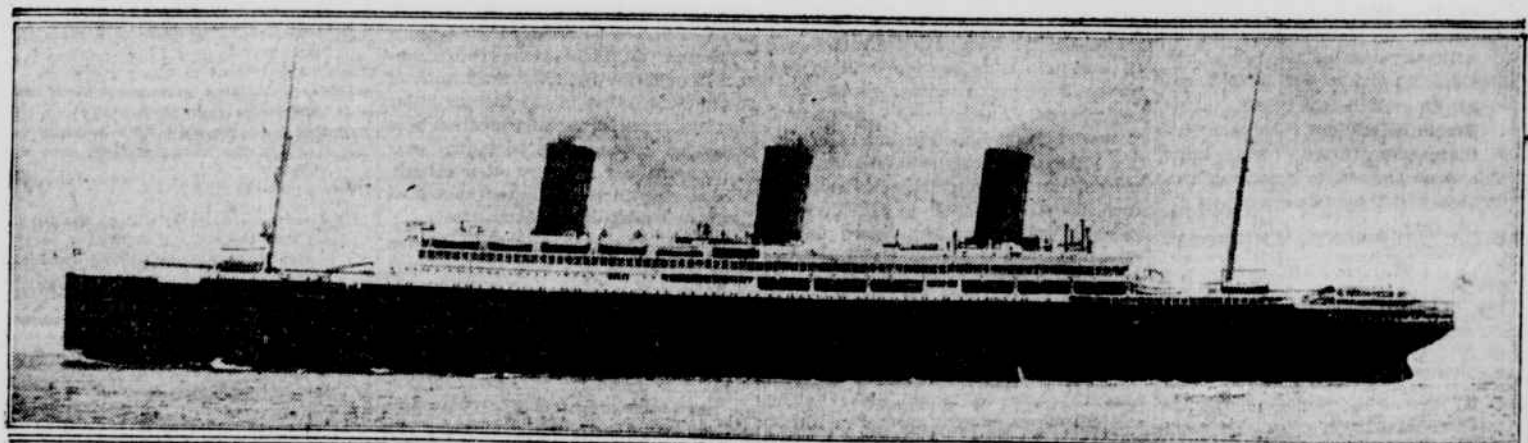
in places. But it is easier, quicker and cheaper to dredge out mud than to dig out earth, and the deepening will proceed rapidly when once the canal is flooded. There is no rock, nor anything but sand and gravel, boulders and some beds of clay.

The route followed by the canal is along the valley of the Monument River from Buzzard's Bay eastward to the watershed, and thence down the valley of the Scussett River to Cape Cod Bay. There is nowhere any considerable elevation above tide water, and it is observed that if there never has been a natural waterway across the isthmus at that point, nature must have intended that there should be one. The crest of the ridge is only twenty-nine feet above mean tide level.

As at Panama, there is a difference in the height of the tides at the two sides of the isthmus, although, of course, the mean level is exactly the same. In Buzzard's Bay they rise and fall only five feet or a trifle less, while in Cape Cod or Barnstable Bay they rise and fall more than nine feet. It was on this account that former projectors thought that locks would be necessary. None will be used, however. The difference in the tides will simply cause a moderate current to flow through the canal, scouring the channel and keeping the water fresh.

The saving of distance between New York and Boston by way of the canal will be great. It will be nearly seventy miles over the Vineyard Sound route and about twice that distance over the full outside route. The avoidance of danger will be of still greater value, as the waters around Cape Cod are notoriously unsafe.

The total tonnage of vessels now rounding Cape Cod every year is fully 25,000,000, and for the vast majority of it the canal will be available. The number of passengers carried each year is fully 500,000. The saving in marine insurance is also expected to be considerable. The canal will be the first stretch, at the Northeast, in the potential series of inland coast waterways extending unbroken from Boston to Savannah, and perhaps to the Gulf of Mexico.



Hamburg-American liner Vaterland the World's largest ship, which will arrive here Thursday

The remarkable speed developed by the steamship Vaterland on her trial trip of 363 knots per hour proves her to be one of the fastest steamers, as well as the largest, in the world. The new Hamburg-American liner was scheduled to sail on her maiden trip May 14, reaching New York May 21. The Vaterland measures 350 feet in length and 100 feet in beam and has a tonnage of 33,000, thus surpassing the Imperator, which is now the second largest vessel in the world. Luxurious hotel conditions may be en-

joyed by the guests of the great liner. There is a public stenographer, a candy shop, a book and magazine stand, a drug store, a photographic dark room, a gymnasium and many other novel and attractive features.

The Vaterland is constructed with both longitudinal and transverse bulkheads and an inner skin and hull, and every proven safety device has been installed. A special fire department, composed of trained fire fighters, devotes its entire attention to fire protection. The vessel carries eighty-four lifeboats, including two motor boats, which more than accommodate all

on board.

The great liner, with its paintings, sculptures and decorations, has been described as a floating museum. The grand dining salon, which seats 800 guests, is finished in white and gold, its ceiling being supported by Ionic columns. In contrast to this, the Ritz-Carlton restaurant is in mahogany and walnut, decorated with heavy garlands in bronze. The smoking room is paneled in Flemish oak in low tones, while the main lounge, which may be converted into a ballroom, is decorated in warm red tones. The art treasures include paintings by the old Italian

masters as well as the work of many notable contemporary artists. The provisions required for a single crossing would supply some great market. Enormous provision rooms are provided, and the bread, fruits, meats, fish, vegetables, eggs, poultry and groceries are kept separately, the proper temperature being maintained by electric refrigerating apparatus. The several kitchens are presided over by both German and French cooks and the personnel is the largest which ever put to sea. The drudgery of the kitchens is carried on by ingenious electrically driven apparatus.